

**Amendments to the Claims:**

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently Amended) A trim member for an automotive vehicle, comprising:  
a main body portion that is formed of a hard resin material;  
an air bag door portion, wherein:

the air bag door portion is formed of a same hard resin material as the main body portion,

the air bag door portion is integrally formed with the main body portion,

\_\_\_\_\_ a tear portion is formed in the air bag door portion, and

a hinge portion is formed in the air bag door portion as a thin portion having a predetermined thickness across a predetermined longitudinal width and is adjacent to a case mounting portion; and

~~a~~at least two door hinge portion protecting ~~plate~~plates disposed below and separate from the air bag door portion, each door hinge portion protecting plate protruding toward a side of the tear portion rather than toward the hinge portion of the air bag door portion and having a high break force, wherein a predetermined spacing is provided between ~~the each~~ door hinge portion protecting plate and a lower surface of the air bag door portion and a predetermined spacing is provided between each door hinge portion protecting plate.

2. (Previously Presented) A trim member for an automotive vehicle, comprising:  
a main body portion that is formed of a hard resin material;  
an air bag door portion, wherein:

the air bag door portion is formed of a same hard resin material as the main body portion,

the air bag door portion is integrally formed with the main body portion,

a tear portion is formed in the air bag door portion which is not visible from an outer appearance with a part of the tear portion located at the center of the air bag door portion, and

a hinge portion is formed in the air bag door portion as a thin portion have a predetermined thickness across a predetermined longitudinal width and is adjacent to a case mounting portion; and

force concentrating means, at least one of the force concentrating means positioned below and separate from the air bag door portion and adjacent to a lower surface side of the air bag door portion, for pushing up at least one side of the air bag door portion located on either side of the part of the tear portion located at the center of the air bag door portion when a bag body of an air bag is expanded, wherein a predetermined spacing is provided between the force concentrating means and a lower surface of the air bag door portion.

3. (Previously Presented) The trim member for an automotive vehicle according to claim 2, wherein the force concentrating means is disposed at the lower surface side of the air bag door portion, and is a metal plate providing a protrusion on at least one of an upper surface or a lower surface of a distal end portion that abuts, when the air bag body is expanded, at least one side of the air bag door portion located on either side of the part of the tear portion located at the center of the air bag door portion.

4. (Previously Presented) The trim member for an automotive vehicle according to claim 2, wherein the force concentrating means is disposed at the lower surface side of the air bag door portion and is a metal plate providing a narrow protrusion at an upper surface of a distal end portion that abuts, when the air bag body is expanded, at least one side of the air

bag door portion located on either side of the part of the tear portion located at the center of the air bag door portion when the air body of the air bag is expanded.

5. (Previously Presented) The trim member for an automotive vehicle according to claim 2, wherein;

the force concentrating means is disposed at the lower surface side of the air bag door portion and is a metal plate providing a distal end portion that abuts, when the air bag body is expanded, at least one side of the air bag door portion located on either side of the part of the tear portion located at the center of the air bag door portion;

a hinge portion of the metal plate is off set with respect to the tear portion more than the hinge portion of said air bag door portion; and

a portion of the metal plate between the hinge portion and an end opposite the distal end has more rigidity than the hinge portion.